

THE GUARDIAN

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CIRCULATION "Covers Prince Edward Island like the dew" "The strongest memory is weaker than the weakest ink."

CHARLOTTETOWN, FRIDAY, APRIL 10, 1953

Ontario's Problem Too

The wealthy Province of Ontario seems to be having as many educational headaches as the rest of us. Not the least of these is the need for a huge increase in accommodation, forced by the rapid growth in population due to immigration and a rising birthrate.

"Translated into Province-wide terms, says the Globe and Mail, it is apparent that the cost of new schools will be a very important factor in many school board budgets. It is a crisis which passes almost entirely within a generation. Under the circumstances, it should be dealt with by emergency measures calculated to relieve the great weight pressing on the immediate group of taxpayers, and tending to spread the base on which school construction costs would be carried."

"It may be argued that school buildings are secondary to education, that the important factor is the teacher," says our Toronto contemporary. "Unhappily, there is retrogression in this field, too. Consistently since the beginning of the war, the qualifications of entrance to the teaching profession have been lowered. Upper School students who could not qualify for entrance to university are welcomed into the elementary teacher-training institutions. Some have been allowed to teach with no previous training, by 'letters of permit', supplemented by summer school courses and very sketchy 'credits' obtained by mere passage of time.

Arrangements are now being made to raise the value of nearly all inferior certificates to the first-class rank after the teacher has fulfilled a short period of teaching and has won a recommendation from an inspector. This, says the Globe and Mail, is a deplorable deception of the public, and can only result in a general deterioration of teaching standards in the Province.

Russian Naval Strength

Spectacular figures of the strength of the Russian Navy were given in the British Parliament recently by the First Lord of the Admiralty. The idea that the most likely war-time adversary of the Royal Navy would be the Russian Navy, says The Spectator, is still so unfamiliar to the public at large that the shock produced by these figures—twenty powerful cruisers, over a hundred destroyers and over 350 submarines—will probably be salutary. A force of this formidable size and modern balance, largely concentrated in the Baltic and northern waters, is sufficient in itself to account for the changing composition of the Royal Navy.

The spectacle at Spithead, at the naval review later this year, of bulky aircraft carriers side by side with large numbers of frigates, minesweepers and other small vessels, with battleships, cruisers and destroyers less in evidence than ever before, will be a new one in the history of naval reviews, but the experience of the war had already prepared the way for the balance of forces which the Russian naval building programme has made inevitable.

There are, however, reasons why the Royal Navy may feel confidence about its ability to perform its old and still vital task of keeping the sea-lanes open. The Russians lack battle experience and a naval tradition, and swift as their technical progress may have been, with the aid of German experts, the Western Navies had a long lead which they are unlikely to lose quickly. "But," warns The Spectator, "over-confidence at this stage would be quite out

of the question—so much so that there must be misgivings about the Naval Estimates, which are actually £5,750,000 less than last year; about the obvious deficiencies of the Fleet Air Arm; and about the recurrence of the danger that the Navy will be starved of money in peace on the old excuse that it always manages to come up to the scratch in war."

Resources For Freedom

Canadians are in the enviable position of being able to read much of their history in advance by observing developments in the United States. We should, in consequence, be able to avoid some of the worst mistakes of that nation and be able to profit by its experiences.

Last year the President's Materials Policy Commission prepared a 5-volume forecast of the situation in the ten years 1970-80 for the supply of raw materials other than food, textile and cordage fibres, vegetable oils and hides. That forecast has, of course, many uncertainties and its application in the more distant future for this country is subject to even more possible variations but the general picture will no doubt be true of this country at the millennium.

On that basis we can expect consumption of raw materials to have increased by two-thirds over present United States consumption, although some materials, such as lumber, will increase much less than others like aluminum, titanium, cadmium, cobalt and magnesium which may be four times present American consumption. From being a major exporter of raw materials we may well be seeking large supplies elsewhere, as the United States is already doing and expects to continue on a steadily increasing scale.

Power sources, iron ore and some other things are available in this country on a much greater scale than was ever available to our neighbour but there was a time when American raw materials were regarded as almost limitless. The children and grandchildren of the exploiters are finding that these resources are not inexhaustible.

EDITORIAL NOTES

Vandalism is a peculiarly childish form of misbehaviour and the offenders should be treated as naughty children, whatever their age in years.

"When everyone is walking, run; when everyone is running, walk", is the principle of two Freetown partners who are going in for raising roosters because, "Everyone else was buying pullets." Large fortunes have been made on that basis—and with luck.

Congratulations are in order to the officers who graduated in the air navigation course yesterday at Summerside and also to the station band which also graduated, or at least made its first open air appearance.

The plea of guilty by five rubber companies to the charge of operating a combine in restraint of trade and fixing prices between 1947 and 1952 justifies the prosecution. It is notable, however, that prior to 1947 they were probably required by regulations to do most of the things which later became an offence.

The British did it first in the Far East but Washington University has perfected a method of slowing down traffic on campus roads. The chancellor devised a bump which will slow down speedsters while not making it uncomfortable for slower drivers. The bumps will be seven inches high, graded smoothly and placed in pairs.

Hugo Grotius, celebrated Dutch jurist, was born this date 1583. Before he was 20, he had become a practicing lawyer and had written extensively on theological, historical and legal subjects. As an advocate employed by the Dutch East India Company, defending a ship's master who had seized a Portuguese galleon, Grotius was led into the most profound study of international law and the rules of war, in the course of which he proclaimed the doctrine of the freedom of the seas.

Elaborate arrangements have been made to provide emergency treatment for any casualties that may occur among the more than 7,000 guests attending the Coronation ceremony in Westminster Abbey. A panel of 25 prominent practitioners, including many specialists from London's famed Harley Street, has already been named for the first-aid assignment. The doctors will be stationed at strategic points in the Abbey, with a troupe of assistants ready with first-aid kits.

We'll Have None Of That!



Our Way of Life

(Winnipeg Free Press)

A good illustration of the Canadian way of life appears in a recent speech by Prime Minister St. Laurent. Mr. St. Laurent was addressing the Canadian Club of Ottawa and was defining what we mean in this country when we talk about equality of opportunity.

"One evening," said the Prime Minister, "I was enjoying a Ukrainian repeat alongside of a young man who turned to me and asked me to convey his greeting to my youngest daughter whom he had met a few years before while she was serving with the CWAC in Regina. It appears that he and she, both as Captains of their respective units used to command Sunday morning church parades to the same religious ceremonies."

"I had him write down his name for me so that I might be sure to have it right for my daughter and then asked him about his Canadian background. He told me that his father and mother had come to Canada about forty-five years ago and that, when they reached Saskatchewan, they had exhausted all their resources and had to start from scratch with nothing to rely upon but their confidence, their willingness to work and a very rudimentary knowledge of just a few English words."

"They had, after a period of earning wages by working for others, been able to secure a home-stead and they had brought up three children. All three had gone to our Canadian schools and high schools and universities. One of them is a medical doctor practising in Saskatoon; my young friend himself was superintendent of the northern educational district of Saskatchewan; and his sister, after becoming a trained nurse, had proceeded to post graduate research work and was then employed in scientific research in one of the university laboratories; just one generation from virtual serfdom in the Ukraine, to free Canadian citizenship; the absorption of distinguished scholarship and corresponding satisfactory careers in this new land."

Alongside this inspiring story Mr. St. Laurent spoke of another Canadian present at this Ukrainian festival—obviously himself. This person's Canadian ancestry went back almost 300 years. He was a son of a general storekeeper in a small village in the Eastern Townships of Quebec, Mr. St. Laurent went on.

"He used to help his father sweep out the store before it opened for business in the morning and

"The fishermen were Roderick MacDonald, of Norris's Pond, Angus and Lauchlan MacPhee, Angus MacPhee (Donald's son), Allan MacPhee (Archibald's son), Allan MacPhee (Neil's son), James MacPhee (Angus's son), and Ronald MacDonald's two sons. The MacDonalds of Norris's Pond, above mentioned, is the same person who mentioned a fierce encounter with a bear."

The golden-wings and bluebirds Call to their heavenly choirs. The pines are blue and drifted With smoke of brushwood fires. And in my sister's garden Where little breezes run, The golden daffodils Are blowing in the sun.

PUBLIC FORUM

This column is open to the discussion by correspondents of questions of interest. The Guardian does not necessarily endorse the opinion of correspondents.

HEAVY TRANSPORT VS. CITY STREETS

Sir,—Being a citizen and taxpayer of this fair city, I would like a space in your valuable paper to point out to our citizens a reason or two why our City Council should tax the heavy transports using our streets.

It is granted that the owners of these trucks pay a license fee according to the tonnage handled and a gasoline tax. That may be quite in order for our main highways, but it is my understanding that the City receives very little revenue from the Provincial Government for the use of our City streets by these heavy transports.

The big trucks roll in from outside points, such as Nova Scotia, New Brunswick, and the United States with some very heavy loads. It is quite obvious that our streets are not part of our main highways, so therefore our City does not benefit from the license fee or the gasoline tax. It has been quite noticeable in the past to see one or more large trucks parked half-way across some of the streets unloading their cargo and this makes it most unsafe for our automobile drivers and the public in general.

Only last year our City Council spent over a half a million dollars to rebuild and resurface most of our streets, which is a credit to them for making our city a safe place to drive, but I do not think that after doing all this we should allow these road destroyers to roll in free of any tax. It is a small fee charged and the revenue therefrom used in repairing the streets that become damaged from heavy traffic it would relieve the taxpayers from increased taxation.

In the United States the average car operator is assessed 34c to move one ton of his car weight over a 100 miles on roads or streets but the truck operator who drives a 30 ton truck only pays .12c for the same ton mile accommodation and I am quite sure this would be comparable here.

There is no doubt that the trucker is making a big profit in his business, so I see no reason why he should not pay a small fee for using the city streets, as part of his business.

It might be a good idea if our Council would investigate the matter and give consideration to having a by-law passed to cover this feature.

We have a very efficient Police Force here and one or more men could be put on special detail to look after this matter, also to make sure that the trucks are not overloading.

I am, Sir, etc. INTERESTED CITIZEN.

The Case Of The Russian Doctors

(Montreal Gazette) The case of the Russian doctors is a big mystery that it ever was. Once they were guilty of the heinous crime of the medical murder of one of the leaders of the Soviet Union. Now they are liberated and declared innocent, while their prosecutors and accusers are now under condemnation.

The Age-Old Story

If iniquity be in thine hand, put it far away, and let not wickedness dwell in thy tabernacles.

Notes By The Way

To say that Herbert the walrus was the star of the Bronx Zoo would be an understatement. Especially since the death of Esko, the Zoo's famous gorilla, and Pete, its equally renowned hippo, had Herbie been the stellar attraction. It may be said straight off that he wore his mantle lightly. This is ever the way of animals, who ask nothing in return for their good will besides affection and something to eat. Other walruses may take up residence at the Zoo, but Herbert in his brief lifetime made a unique place for himself, and his successor will have extremely high standards to live up to.—New York Herald Tribune.

How unfortunate it is that most youngsters cherish an ambition to become a star in professional hockey league, such as the National Hockey League. What a shame that the example is one of hooliganism; hardly the sort of ambition to which parents want their youngsters to aspire. Hockey is give evidence of peace towards the outer world, and this anti-Semitism has, therefore, been suspended by declaring the doctors to be innocent after all.

This explanation, however, may be only partly true. The real explanation may lie in the struggle for ascendancy within the Soviet Union itself. It should not be forgotten that Zhdanov—the man whom the doctors were said to have killed—appeared to be in position to become Stalin's successor. It was he, and not Malenkov, who had the cherished place next to Stalin on the great public occasions. When Zhdanov died, Malenkov's lieutenants replaced Zhdanov's. Malenkov himself took over Zhdanov's old position in the official photographs—next to Stalin. The occasion when this was first noted was at Zhdanov's own funeral.

It is quite evident, therefore, that Zhdanov's death was an immense advantage to Malenkov. It is surprising that one of Malenkov's first acts should be to release those who had been accused of removing his great rival?

The internal complications of the case of the doctors goes further still. Beria, the head of the Secret Police, though now associated with Malenkov, is still a potential rival. But if the doctors are released, as having been unjustly accused, what does this do to Beria's reputation in the eyes of Russians? It may be noted that the doctors are not only said to have been unjustly accused: it is said that the police obtained evidence against them by illegal means.

The release of the doctors may not really be a sign that anti-Semitism has ceased to be the official Russian policy. In the fantastic fashion in which things are done in Russia, the release of the doctors may be Malenkov's way of rewarding the men who got rid of his old rival Zhdanov, who is also being his way of undermining the reputation of his present rival Beria.

Martinique in the West Indies, a French possession since 1655, has an area of 380 square miles.

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